

## **Box Hill to Ringwood Shared Use Path Laburnum Street Two-way Cycle Path Proposal**

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Ross Herron, Past President of RACV, wrote in the Royalauto magazine:

*“Off-road facilities for cyclists, where feasible, are clearly the desirable approach, with separation from other traffic for on-road facilities where this is not possible. Often removing or relocating parking can make this approach a reality.”*



Laburnum Street, Blackburn

Bourke Street, Sydney, NSW



### **Box Hill to Ringwood Path**

The 10 km Box Hill to Ringwood Path will close the gap between two existing off-road paths, the 24km Gardiners Creek Trail from Melbourne to Laburnum and the 17km Belgrave to Ringwood Trail to create a 51km long route.

The success of this path will be gauged by its popularity among the general community, people aged from 8 to 80 and whether or not vulnerable road users such as women and children feel safe riding along it. That is why the path should be physically separated from motor traffic or else run along very quiet roads.

### **Laburnum Street Two-way Cycle Path Proposal**

- A dedicated two-way cycle path can be built on the north side of Laburnum Street, against the kerb, from Laburnum shops to Diggers Way. This will keep riders safe by separating them from motor vehicles.
- The Pin Oak trees, nature strips and footpaths will remain untouched.
- Laburnum Street footpaths will not become shared use paths, so pedestrians will be free of interaction with bicycle riders.
- The demand for roadside parking on Laburnum Street will be met with spaces to spare.
- None of this route runs through existing car parks.

This solution will incorporate the latest cycle path design philosophy, and will maintain the safe off-road standard that has been adopted for the rest of the project. Cyclists will be able to ride along two-way lanes on the north side of Laburnum Street, separated from motor traffic by a small kerb, and pedestrians will be able to walk unimpeded along the existing footpaths on both sides of the road.

Examples of similar paths are Beaconsfield Parade, Middle Park, Vic.; Latrobe Street, Melbourne; College Street, Hyde Park, NSW; and Bourke Street, Sydney, NSW.

Many cyclists will prefer to use the separated cycle lanes rather than mixing it with motor vehicles on the road, and this will improve the flow of motor traffic.

### **Elmore Walk Avoided**

This route will avoid Elmore Walk by crossing from Blackburn station through Diggers Way beside the IGA Supermarket to Laburnum Street. This route will connect directly to the path being built by Leicon on the south side of Blackburn station.

### **Commercial Benefits**

The Laburnum Street Two-way Cycle Path is expected to carry 400 cyclists each day, passing both the Laburnum shops and the South Parade shops, whereas other proposed routes would miss both these retail areas.

### **West Laburnum Street, from Myrtle Grove to Salisbury Avenue**

- Demand for roadside parking on west Laburnum Street peaks in the middle of the day.
- The parking against the south kerb will be unchanged.
- The existing parking against the north kerb will be moved to the south side of the new cycle path, next to the traffic lane.

- That is, the parking will be retained on both sides of the west Laburnum Street.
- During the day the central traffic lane will be narrower and through traffic will alternate as happens at present on east Laburnum Street. This will have a calming effect on through traffic.
- During morning and afternoon travel peaks, when parking demand is lower, a clearway could operate on one side of west Laburnum Street, and two-way flow could carry the peak period traffic.

#### **East Laburnum Street, from Myrtle Grove to Diggers Way**

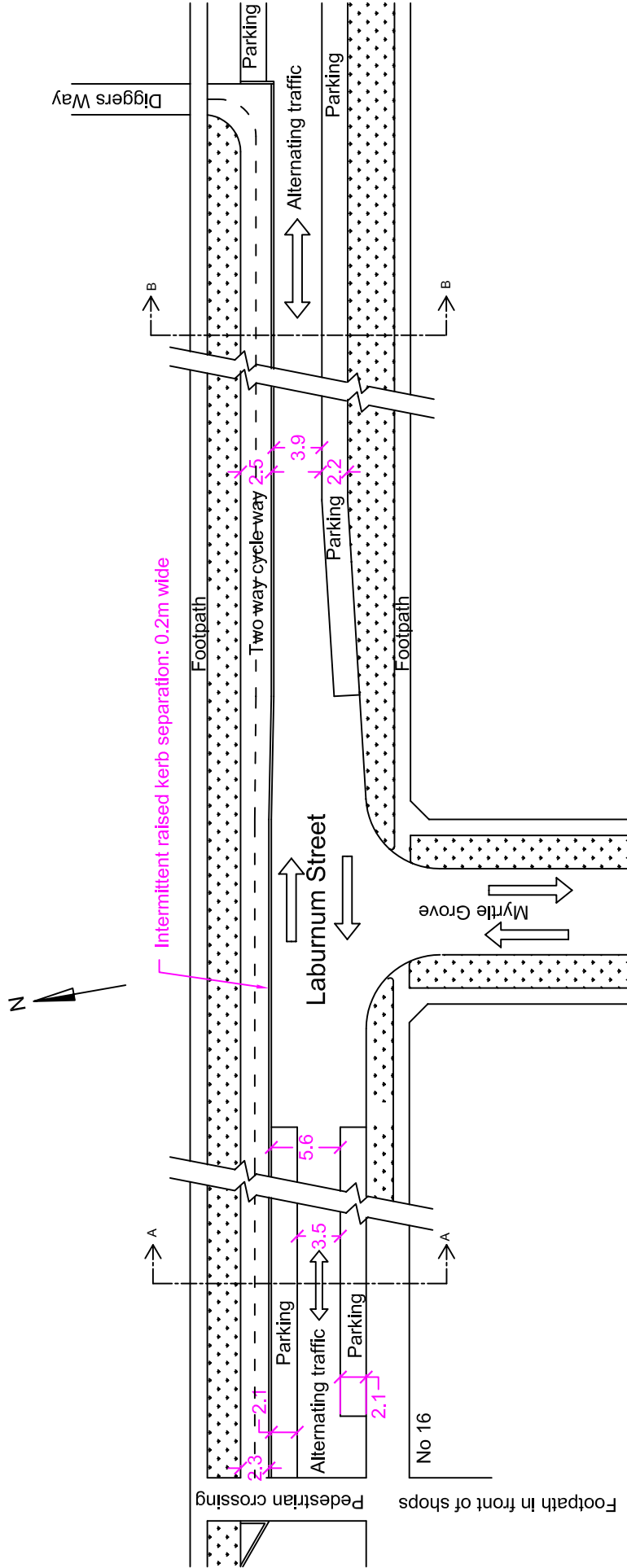
- There is limited demand for roadside parking east of Myrtle Grove, and most spaces remain vacant all day.
- It is intended to build the bicycle path on the north side of east Laburnum Street and to consolidate all the parking to the south side of the road.
- There will be ample parking spaces available on the south side of west Laburnum Street. Even at times of peak demand about half the spaces on the south side will be vacant.

#### **Examples of Alternating Traffic in Whitehorse**

There are a number of narrow residential streets in Whitehorse with parking in both sides where traffic alternates.

A successful example of a narrow street with marked parking bays on both sides and alternating traffic flow is the west end of Severn Street, Box Hill North which is only 7.8m wide kerb to kerb, almost one metre narrower than Laburnum Street. Cars and scheduled buses flow along Severn Street by pulling off into strategically placed lay-bys to let others pass.

**See following drawings**



**Whitehorse  
Cyclists  
Incorporated**

**Amended Laburnum Street Traffic Scheme**

Design : DH

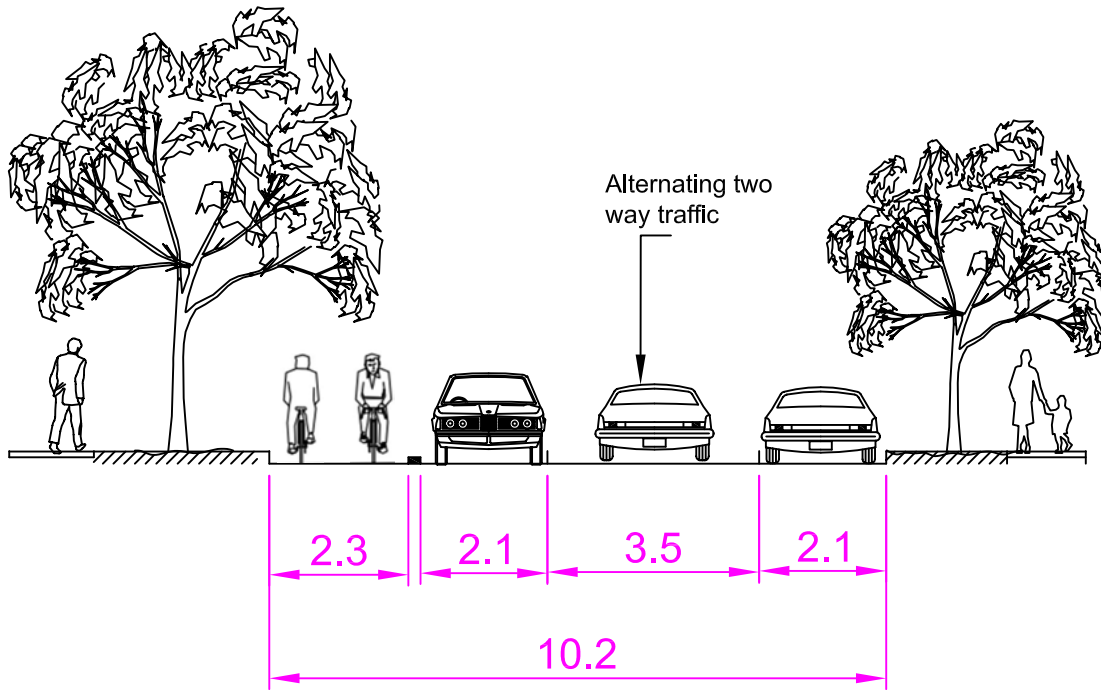
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Date: 11 March 2016

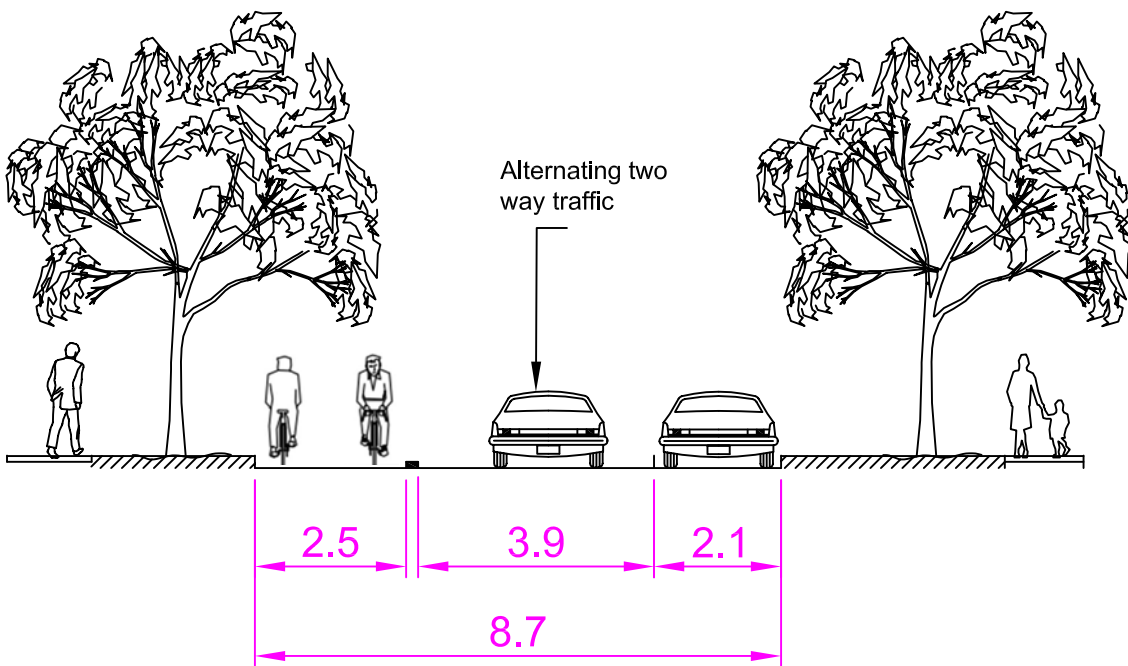
Drawn: MH

Sheet: 1 of 2

Rev: 4



Section AA  
Laburnum shops to Myrtle Grove



Section BB  
Myrtle Grove to Diggers Way

Whitehorse  
Cyclists  
Incorporated

Amended Laburnum Street Traffic Scheme

Design : DH

Scale: 1 : 125

Date: 9 March 2016

Drawn: MH

Sheet: 2 of 2

Rev: 3

## Parking Study

### For Laburnum Street Two-way On-road Bicycle Path

#### ***Introduction***

In February 2016 austra traffic carried out a parking duration survey of the Laburnum area for VicRoads.

The data gathered in this survey has been analysed to determine the effects on parking in Laburnum Street if a protected bicycle path were built on the north side of Laburnum Street from Diggers Way to Laburnum shops.

Refer to: 20160310 DH Amdt to VicRoads Blackburn Parking Duration Survey Laburnum, Occupancy Sheet.

The proposal is to divide Laburnum Street into two sections for the purposes of analysing the parking, because the two sections of the road have different widths and different demands for parking, and so require separate treatments.

This study shows that motor vehicle parking on Laburnum Street can be changed to accommodate the construction of a two-way on-road bicycle path while continuing to meet parking capacity design requirements.

#### ***Parking Design Criteria***

Good parking design ensures that arriving motorists can find vacant parking spaces fairly quickly to avoid queueing in the traffic lanes which delays through traffic. A common aim is to have 15% vacant spaces, or in other words to occupy a maximum of 85% of the spaces at peak times.

#### ***West End of Laburnum Street***

##### ***Existing Conditions***

Parking demand in the section from Myrtle Grove to Salisbury Avenue is due to demand from both the Laburnum Shops and the Laburnum Street residences.

In this section of the road there are presently 29 parking spaces. The peak number of parked vehicles was 23 at 11:00 AM, which is a demand for 79% of the spaces. In fact, only 27 roadside spaces are needed to meet the existing parking demand and achieve the design target of 85% occupancy. This shows that there are 2 excess parking spaces at present.

##### ***Proposal***

A protected two-way bicycle path on the road can be built against the north kerb of west Laburnum Street, and the parking spaces can be relocated southwards, between the road and the bicycle path. This will reduce the width of the central traffic lane such that traffic in opposing directions will alternate, as happens at present in Laburnum Street east of Myrtle Grove.

It may be necessary to convert two adjacent parking spaces between Myrtle Grove and Salisbury Avenue to “No Standing” areas to create a wide passing zone midway along this section and facilitate peak time traffic flow. The calculations show that two spare parking spaces are available.

## Box Hill to Ringwood Path

In summary, there will be 27 parking spaces, which are sufficient to meet the peak demand of 23 parked cars, plus 15% vacancy to ensure that new arrivals can easily find a spot, and a further two spaces to be converted to a mid-way passing bay to facilitate peak hour traffic flow.

### *Expansion of Parking Demand*

No doubt the demand for roadside parking in west Laburnum Street will grow over time. The **austraffic** parking survey shows that there are some vacant parking spaces in reserve, in Salisbury Avenue and Myrtle Grove, that are within an acceptable walking distance of 250 m of Laburnum Street premises.

### ***East End of Laburnum Street***

#### *Existing Conditions*

Parking demand in the section from Myrtle Grove to Main Street is mainly due to the adjacent residences.

In this section of the road there are currently 118 parking spaces. The maximum number of parked vehicles was 31 at midday, which is a demand for 26% of the spaces. At present there are more than three times as many parking spaces as needed.

#### *Proposal*

A protected two-way bicycle path can also be built on the road against the north kerb of east Laburnum Street, from Digger's Way to Myrtle Grove. The existing parking spaces on the north side of the road are excess to demand and because east Laburnum Street is fairly narrow, it is proposed to close those spaces displaced by the bicycle path. In addition, five parking spaces will remain untouched on the north side of the road at the east end of Laburnum Street, between Main Street and Digger's Way.

In future the main parking demand will be met by vacant spaces on the south side of Laburnum Street. There will be a demand for 30 parking spaces in east Laburnum Street, and 60 available spaces, which well exceeds the 85% design criterion.



D Hall 28-03-2016 Amendment to:

Blackburn Parking Duration Survey  
VicRoads  
Wednesday, 10 February 2016

Accumulation & Occupancy Summary

Location	Side of Street	Supply	Occupancy per 1hr Interval - Wednesday															
			6:00am	7:00am	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	
			All Vehicles	All Vehicles	All Vehicles	All Vehicles	All Vehicles	All Vehicles	All Vehicles	All Vehicles	All Vehicles	All Vehicles	All Vehicles	All Vehicles	All Vehicles	All Vehicles	All Vehicles	All Vehicles
Laburnum Street																		
Subtotal Far East Laburnum St Btw Main St & Laurell Gv	South		24	1	1	1	1	0	2	2	0	0	1	1	1	1	1	2
Subtotal Near East Laburnum St Laurell Gr to Myrtle Gv	South		31	12	12	12	11	11	10	11	11	12	12	13	11	10	9	9
Subtotal West Laburnum St Myrtle Gv to Salisbury Ave	South		14	1	0	2	7	6	10	9	6	9	6	6	2	4	4	5
Subtotal North Laburnum St Salisbury Ave to & from Whitehorse Road	West & East		2	0	0	0	0	0	2	1	0	2	0	0	1	1	1	1
Subtotal West Laburnum St Salisbury Ave to Myrtle Gv	North		15	5	6	5	5	5	13	13	13	9	10	9	9	10	5	4
Subtotal East Laburnum St Btw Myrtle Gv & Main St	North		63	11	10	11	14	17	18	18	16	17	13	13	14	14	15	15

EXISTING SITUATION

West Laburnum St Btw Myrtle Gv & Salisbury Avenue	N & S		29	6	6	7	12	11	23	22	19	18	16	15	11	14	9	9
Percentage Occupied				21	21	24	41	38	79	76	66	62	55	52	38	48	31	31
East Laburnum St Btw Myrtle Gv & Main St	N & S		118	24	23	24	26	28	30	31	27	29	26	27	26	25	25	26
Percentage Occupied				20	19	20	22	24	25	26	23	25	22	23	22	21	21	22

PROPOSED SITUATION

West Laburnum St Btw Myrtle Gv & Salisbury Avenue	N & S		29	6	6	7	12	11	23	22	19	18	16	15	11	14	9	9
Percentage Occupied				21	21	24	41	38	79	76	66	62	55	52	38	48	31	31
East Laburnum St Btw Myrtle Gv & Main St	S + S		60	24	23	24	26	28	30	31	27	29	26	27	26	25	25	26
Percentage Occupied				40	38	40	43	47	50	52	45	48	43	45	43	42	42	43